



COLLABORATIVE DECISION



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CDM NEWSLETTER

APRIL 2009

SPRING 2009 CDM MEETING

The Spring 2009 CDM Meeting is here! The Spring 2009 CDM Meeting will be held in San Diego, CA on April 22-23. On the first day, the CDM Sub-teams will hold interactive breakout sessions with small groups of participants. On the second day, a number of panel discussions will be held focusing on a wide variety of topics.

The Spring 2009 CDM Meeting will include significant participation from international organizations including: the European Organisation for the Safety of Air Navigation (EUROCONTROL), BeloControl, Aeronáutica Civil de Colombia, and Canada, among others.

Due to the high level of interest in the Spring 2009 CDM Meeting, space may be limited and therefore, CDM Leadership would like to ask attendees for patience and cooperation with CDM staff on site.

UNFILTERED CDM DATA AND INTEGRATED PROGRAM MODELING PHASE II

The Aggregate Demand Lists (ADLs) containing CDM Data were unfiltered on April 16, 2009 in support of Phase II of the Integrated Program Modeling (IPM) feature of Flight Schedule Monitor (FSM). IPM Phase II will allow FSM users to model the impact and interaction of multiple delay assignment programs prior to implementation.

While there will be no impact to operator systems, FSM users will need to go into the FSM client configuration to turn on IPM Phase I functionality in order to utilize the new capabilities. Instructions for this process have been provided to FSM users.

CDM SPRING TRAINING 2009

The 2009 CDM Spring Training has been released and is available on the CDM website at the following address: http://cdm.fly.faa.gov/Training/spring_training.html.

NEW CDM MEMBERS

The following organizations are in the process of becoming CDM members: Porter Airlines, Canadian North, Virgin America, Flt Plan, and Allegiant Air.

SUB-TEAM UPDATES

- ◆ Future Concepts Sub-team (FCT) – The FCT has been preparing for the Spring CDM Meeting. A Technical In-



During the recent Action Plan 26 meeting, FAA and EUROCONTROL personnel were provided with a tour of Dallas Fort Worth International Airport (DFW)

terface Meeting (TIM) was recently held looking at data exchange messages between the Traffic Flow Management System (TFMS) and operators in System Enhancements for Versatile Electronic Negotiation (SEVEN).

- ◆ Flow Evaluation Sub-team (FET) – The FET met March 31–April 2 at Delta Airlines Headquarters in Atlanta, GA. Meeting topics included a demonstration of a Flow Constraint Area (FCA) throughput estimator, discussion of issues revolving around the Beckley fix, discussion of automation requirements for the next build cycle, and review of progress on Area Navigation (RNAV) Chokepoints and Route Segments Coded Departure Routes (RS-CDR).
- ◆ Ground Delay Program Enhancement Sub-team (GDPE) – The GDPE is continuing work on Control by Time of Arrival (CbTA), Ground Delay Program (GDP) interaction with Traffic Management Advisor (TMA) and Flight Schedule Monitor (FSM) data inconsistencies.
- ◆ SCT – The SCT has continued narrowing the list of airports at which to implement a prototype Surface CDM System. The SCT has also continued refining the Surface CDM System System Requirements Document (SRD) and researching necessary additions and modifications to acronyms within the Traffic Flow Management System (TFMS) in support of the effort for common terminology with EUROCONTROL.
- ◆ Weather Evaluation Sub-team (WET) – The WET is developing a guidelines document for entering Terminal Aerodrome Forecast comments on the Air Traffic Control System Command Center (ATCSCC) Operational Information System (OIS) intranet. The WET is also soliciting for one new Industry team member. Any operators who are interested in participating should contact Tom Fahey–Industry WET Point of Contact, at tom.fahey@nwa.com.

COMING SOON TO CDM

- ◆ CDM Sub-team Breakout Sessions
Location: San Diego, CA
April 22, 2009
- ◆ CDM General Meeting
Location: San Diego, CA
April 23, 2009
- ◆ SCT Meeting
Location: TBD
May 12–14, 2009
- ◆ SEVEN HiTL
Location: Sterling, VA
May 19–21, 2009

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COLLABORATIVE TRAINING 2010

In Fall 2009, joint FAA–Industry training will be held in the Washington D.C. area as a trial run for proposed Collaborative Training in 2010. Collaborative Training has roots in a variety of sources, including CDM Strategy Sessions (CDMSS), FAA National Traffic Management Course 50113, and past Flow Evaluation Area (FEA) / FCA field training. A history of each of these precursors follows along with a brief description of the Collaborative Training concept.

Fifteen years ago, the National Traffic Management Course 50113 was developed to educate FAA employees about the functions and operations of Traffic Flow Management. By evolving into a nontraditional, discussion-based forum with a focus on system thinking and open communication, the 50113 Course has expanded into one of the FAA's most popular training courses.

While the spirit of collaboration was already heavily emphasized in the course, customers have begun attending and in October 2008 a CDM Industry Panel was introduced that has quickly become a highlight of the course. The new panel is made up of subject matter experts including chief pilots, dispatchers, representatives from a variety of customers, and CDM Leadership. During the 2-hour session, the students and panel members engage in an open discussion about current hot topics and explore the philosophy of increased information exchange among the aviation community.

The 50113 Course is also garnering international attention and over the last 2 years, the international aviation community, including EUROCONTROL, NAV CANADA, South Africa, China, and Columbia have sent representatives from their air traffic control and industry partners to participate in the course. The forum provided by the 50113 Course has opened the door to a mutually beneficial exchange and an open forum, not only nationally but in the global aviation community as a whole. *There's a transformation that goes on throughout the weeklong class,*" says 50113 Course Facilitator Ron Fischer, *"people leave changed!"*

Similarly, the first two CDMSS have highlighted the benefits



Mark Libby—FAA CDM Lead (standing), leads the discussion during the first CDM Strategy Session in September 2008.

realized when customers and FAA personnel are brought together to discuss critical issues. The first CDMSS was held in September 2008 with the second occurring a few months later in January 2009. Each of these sessions has not only greatly increased understanding between customers and FAA personnel in attendance, but have also generated or revived a number of ideas that have been passed to CDM Sub-teams for further research and development. One such idea from the first CDMSS has even been included in the Spring 2009 CDM Training!

During the first CDMSS it was suggested that when Airspace Flow Programs (AFPs) are in place, occasionally a significant portion of airspace remained underutilized above and/or below the constraint. From this suggestion, the CDM Stakeholders Group (CSG) tasked the FET with researching the potential for opening this underutilized airspace whenever possible. Out of this tasking, training was developed, and starting in 2009 in certain situations where an AFP is issued, manual exemptions may also be issued for flights filing below 24,000 feet. The intense customer and FAA discussions of the CDMSS have directly led to new procedures allowing stakeholders to reclaim portions of impacted airspace!

It is these types of benefits, that CDM Leadership will attempt to capture with the creation of a Collaborative Training "road show." Taking a final lesson from the great success of the FEA / FCA field facility training at increasing understanding of these tools, a Traveling CDM Training Team will visit operator and FAA field facilities across the country to hold FAA and customer joint training sessions. These joint training sessions will promote communication and understanding between the FAA and customers and will continue paving the way for the future of Collaborative Decision Making. Be on the lookout for more information on Collaborative Training in the coming months and during the Spring 2009 CDM Meeting. See you in San Diego!



Ron Fischer—National Traffic Management Course 50113 Facilitator (center), moderates the discussion during the CDM Industry Panel portion of the National Traffic Management Course 50113.